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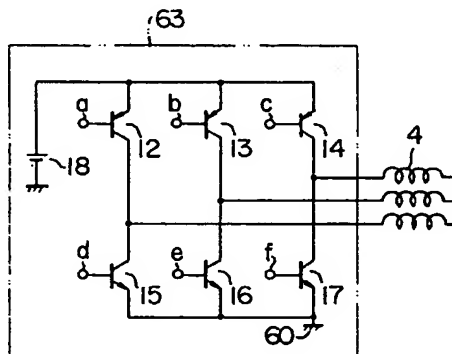
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Motor driving circuit.

(57)

A motor driving circuit in which the opposite ends of the motor driving coils (4) of a video tape recorder (VTR) capstan motor are shorted by a group of switching elements (12-17) when a control input voltage generated from a rotation detection/oscillator (6) is in a predetermined range.



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# MOTOR DRIVING CIRCUIT

- 1           The present invention relates to a motor driving circuit and particularly to a circuit for driving a capstan motor provided with a braking function for use in a video tape recorder (VTR).
- 5           An example of the conventional driving circuit for a three phase motor is shown in Fig. 1. In the drawing, the reference numeral 1 denotes a rotation position detector for detecting the rotation position of a magnet mounted on a rotor 5 of a three-phase motor by using a
- 10 conventional contactless sensor such as a Hall element, 2 denotes a signal generator responsive to an output of the rotation position detector 1 for generating a signal for changing over motor driving coils 4, 3 denotes a current amplifier for supplying the motor driving coils 4 with a
- 15 current, 6 denotes an oscillator for generating a signal having a frequency corresponding to the rotation speed of the rotor 5, 7 denotes a frequency-to-voltage converter for producing a voltage corresponding to the frequency of the output signal of the oscillator 6, and 8 denotes a
- 20 control amplifier for controlling the current flowing in the motor driving coils 4 in accordance with the output voltage of the frequency-to-voltage converter 7. The oscillator 6, the frequency-to-voltage converter 7 and the control amplifier 8 constitute a speed control loop. The
- 25 signal generator 2 has a known three-phase driving current

1 generating circuit as shown in Fig. 3. U.S. Patent  
No. 4,338,554 to Fukushima et al. discloses a frequency-  
voltage comparator used in such a motor driving circuit.

Generally, in such a motor driving circuit, the  
5 relation between the input voltage  $e_i$  and the motor  
driving current  $I_M$  of the combination of the control  
amplifier 8 and the current amplifier 3 in the conventional  
open loop system has been as shown in Fig. 2. The value  
of voltage from which the motor current  $I_M$  begins to flow  
10 is determined depending on a reference voltage  $V_1$  as shown  
in Fig. 1. The trial to positively decelerate the ro-  
tation speed of the motor has not been considered in the  
arrangement of Fig. 2, while the applied voltage  $e_i$  was  
set below the reference voltage  $V_1$  so as to expect only  
15 the natural deceleration of the motor due to the rotation  
load and frictional resistance thereof. The running speed  
of a tape in the VTR is determined depending on the desired  
reproducing picture image speed, and the more the number of  
values of this desired reproducing picture image speed  
20 are set, the more the number of changing-over of the speed  
increases.

In such a conventional motor driving circuit,  
there has been a disadvantage that in the case where the  
rotation speed is changed over, particularly when the speed  
25 is changed from high to low, it takes very long time for  
the deceleration due to the inertia moment inherently  
provided in the motor, resulting in a poor response.

To improve this disadvantage, it is considered to  
provide an opposite phase control means for decelerating

1 the motor speed by reversing the direction of the current  
flowing in the motor driving coils. In this method, how-  
ever, it is necessary to shorten the reverse signal applica-  
tion period in order to avoid the problem that if the reverse  
5 signal application period is long the motor begins to actual-  
ly reversely rotate, so that a rapid braking effect can not  
be expected. Further, there is a problem that the max-  
imum current flowing through the switching element is the  
sum of the currents determined in accordance with the  
10 source voltage and the counter electromotive force res-  
pectively, resulting in the requirement of a larger  
capacity for the switching element so as to be able to  
withstand against a larger current.

An object of the present invention is to elimi-  
15 nate the above-mentioned disadvantages in the prior art.

Another object of the present invention is to  
provide a motor driving circuit having a braking effect to  
speed up the change over of the motor speed from high to  
low (including the stopping mode).

20 To attain the above-mentioned objects, according  
to the present invention, braking means is provided in  
a motor driving stage for providing a braking effect to  
the counter electromotive force induced in the motor coil  
by shorting the opposite ends of the motor coil and the  
25 above-mentioned braking effect is actuated when the speed  
control input-voltage is in a predetermined voltage range  
so as to speed up the response in decelerating control.

Fig. 1 is a block diagram showing an example

1 of the conventional three-phase motor driving circuit;

Fig. 2 is a graph showing the characteristic of the control input-voltage v.s. the output current to the motor driving coils 4;

5 Fig. 3 is a block diagram showing in detail the blocks 1 and 2 in Fig. 1;

Fig. 4 shows the waveform of three-phase rotation signal;

Fig. 5 is a block diagram showing an embodiment  
10 of the present invention;

Fig. 6 is a circuit diagram showing in detail the block 63 in Fig. 5;

Fig. 7 shows waveforms of signals at main portions in Fig. 6;

15 Fig. 8 shows waveforms illustrating the braking operation according to the present invention;

Fig. 9 is a graph showing the characteristic of the frequency-to-voltage converter;

Fig. 10 is a circuit diagram showing an embodiment of the present invention; and  
20

Fig. 11 is a circuit diagram showing another embodiment of the present invention.

Referring to Figs. 5 to 7, the principle of the present invention will be described.

25 Fig. 6 shows in detail a driving amplifier 63 constituting the three phase motor control circuit shown in Fig. 5. In Fig. 5, the parts having the same function as those in Fig. 1 are designated by the same reference

1 numerals. Reference numerals 12 - 17 designate switching  
elements including the PNP transistors 12 - 14 and the NPN  
transistors 15 - 17 for supplying motor driving coils 4  
with a current. The circuit is further provided with a  
5 source voltage 18 and an earth voltage 60. Fig. 7 shows  
by way of example the waveforms of the base input signals  
for the transistors 12 - 17. In this embodiment of the  
driving circuit, one of the PNP transistors 12 - 14 and  
one of the NPN transistors 15 - 17 are selectively made  
10 conductive to successively supply the motor driving coils  
4 one after one with a current to cause the rotor  
(including a rotor magnet) to rotate. The technique is  
known well and the description with respect therefor will  
be omitted.

15 According to the present invention, a method of  
shorting the counter electromotive force induced in the  
motor driving coils 4 is employed to obtain a braking  
effect. In this method, since the counter electromotive  
force is produced due to the rotation of the motor, the  
20 braking effect can be obtained during the rotation of the  
motor. For this, in the method according to the present  
invention, there does not occur the above-mentioned  
disadvantage which is caused in the opposite phase braking  
method. Further, since the current which flows at this  
25 time is not large enough to cause the motor to rotate,  
it is not required to make the capacity of switching  
elements greater. The motor driving coil 4 inherently  
has its resistance value in actuality so as to effectively

1 restrict the current caused to flow by the shorting to  
thereby prevent the coil and transistors from being  
damaged by an overcurrent.

The shorting may be performed by making con-  
5 ductive all the NPN transistors 15 - 17, while maintain-  
ing all the PNP transistors 12 - 14 off, for example,  
from the time  $t_1$  as shown in Fig. 7. At this time,  
depending on the state of counter electromotive force,  
at least one of the transistors 15 - 17 is made to be such  
10 a mode that a current flows from its emitter to collector,  
that is a mode in which a current flows in the direction  
opposite to that of a normal collector current, to thereby  
make a path for the shorting current. Alternatively, it  
will be appreciated that the same effect can be obtained  
15 by making conductive all the PNP transistors 12 - 14,  
while keeping all the NPN transistors 15 - 17 off.

Next, referring to Figs. 7 - 9, a control cir-  
cuit for providing the period to produce a control signal  
for this braking operation in Fig. 5 will be described.  
20 In Fig. 5, the same reference numerals as those used in  
Figs. 1 and 3 denote the parts having the same functions  
as those shown in Figs. 1 and 3. The reference numerals  
19 and 20 denote a voltage comparator and a reference  
voltage source, respectively. When a predetermined speed  
25  $S_1$  of rotation is set, a voltage  $V_0$  which is a little  
larger than a reference voltage  $V_1$  of a reference voltage  
source 10 is applied to a control input-voltage terminal  
9 and the torque produced in the motor may be controlled,

1 for example, by changing a source voltage 18 in response  
to an output of a control amplifier 8. When the rotation  
speed of the motor is changed over from high to low, a  
speed control circuit 25 as shown in Fig. 5 commands a  
5 second speed  $S_2$  and the operation state shifts from the  
curve 52 to the curve 53 in the frequency v.s. voltage  
characteristics of the frequency-to-voltage converter 7,  
as shown in Fig. 9. That is, the output  $e_i$  of the fre-  
quency-to-voltage converter 7 decreases as indicated by  
10 a downward arrow in Fig. 8. At the time  $t_1$  at which the  
value  $e_i$  downwardly exceeds beyond the voltage  $V_1$  of the  
reference voltage source 10, the supply of current to the  
motor driving coils 4 is stopped by making high the level  
of base input signals a, b and c to the PNP transistors  
15 12 - 14 of Fig. 5. At this time, the period ( $t_1$  to  $t_2$   
in Fig. 7) in which the control input voltage  $e_i$  is  
lowered than the reference voltage  $V_2$  ( $V_2 \leq V_1$ ) from the  
reference voltage source 20 is detected by the voltage  
comparator 19 which causes a braking circuit 50 to pro-  
20 duce control signals (a) - (f) of Fig. 7 for the period  
from  $t_1$  to  $t_2$ . Referring to Fig. 10, the operation of  
this control circuit will be described.

In Fig. 10, the same reference numerals as those  
used in Figs. 1, 5 and 6 denote the parts having that same  
25 functions as those shown in Figs. 1, 5 and 6. The re-  
ference numerals 21 and 22 denote reference voltage  
sources respectively, 23 and 24 denote constant current  
sources, 26 - 39 denote transistors, and 40 - 44 denote



1 resistors. The differential amplifier 8 constituted  
by the transistors 38 and 39 and the constant current  
source 23 serves to operate as a control amplifier.

The input voltage of the terminal 9 is slightly  
5 higher than the reference voltage  $V_1$  under normal rotating  
conditions, and the collector current of the transistor  
38 is more than that of the transistor 39. A motor  
current control output is derived from the collector of  
the transistor 38 to form the current source of a differential  
10 switch constituted by the transistors 32 - 34.  
The voltage comparator 19 constituted by the transistors  
35 and 36 and the constant current source 23 serves to  
operate as a differential amplifier. Since the reference  
voltage  $V_1$  is set to be below the reference voltage  $V_2$ ,  
15 and the input voltage of the terminal 9 is higher than  
the reference voltage  $V_2$  under the normal rotating condition,  
the transistor 36 turns on and the transistor 35  
turns off. At this time, each of the potential of the  
bases of the transistors 26 - 28 and 29 - 31 rises so that  
20 these transistors are cut off. So the transistors 15 - 17  
operate under the control of the signals d, e and f inputted  
to the bases of them, and the transistors 12 - 14 operate  
under the control of the signals  $\bar{a}$ ,  $\bar{b}$  and  $\bar{c}$  inputted to  
the bases of them so as to flow currents through one of  
25 the bases of transistors 12 - 14 in turn, controlling the  
amount of the current flowing into the motor driving  
coils 4. The signals  $\bar{a}$ ,  $\bar{b}$  and  $\bar{c}$  are obtained by inverting  
the signals a, b and c in Fig. 4.

1           The braking of the motor is now described.  
As described above, when the control input voltage  $V_0$  at  
the terminal 9 is lowred more than the reference voltage  
 $V_1$  as indicated by the downward arrow in Fig. 9, the state  
5 of the differential amplifier 8 is reversed and the  
transistor 38 is cut off, so that the transistors 32 - 34  
are cut off and the transistors 12 - 14 are cut off. When  
the control input voltage  $V_0$  is further lowered to below  
the reference voltage  $V_2$ , the transistor 35 turns on and  
10 the state of the differential amplifier 19 is reversed.  
At the first stage of this behavior, the transistors  
29 - 31, by the lowering of the base potential of them,  
become conductive to turn all the transistors 12 - 14 off.  
Accordingly, the supply of the current to the driving  
15 coils 4 is stopped.

After a period of time  $\Delta t_1$  as shown in Fig. 7,  
the conduction state of the transistor 35 becomes deep to  
cause the transistor 26 - 28 to be conductive to turn all  
the transistors 15 - 17 on. The resistors 40 and 41 are  
20 provided to prevent the order of occurrence of the above-  
mentioned on/off state from being reversed. For example,  
these resistors may prevent the simultaneous turning-on  
of the transistors 12 and 15. When the motor is de-  
celerated, to the value  $S_2$  in Fig. 8, the control input  
25 voltage  $e_i$  comes back to the value  $V_0$ , and the transistors  
12 - 14 come back to the normally drived state from their  
off-state after a period of time  $\Delta t_2$  has elapsed from the  
time  $t_2$  at which the transistors 15 - 17 have come back

1 to the normally driven state. The resistors 40 and 41  
operate to surely establish the time  $\Delta t_2$ .

The present invention is advantageous in that it  
is not required to make greater the capacity of the  
5 switching elements at the output stage of braking func-  
tion for the brushless DC motor and the braking effect  
can be obtained without causing any problem of insuffi-  
cient braking which may occur for example in the opposite  
phase braking operation performed by applying inverted  
10 signals, so that, particularly, the response time for the  
change-over of motor speed from high to low (including  
a stop) can be reduced. The present invention is ad-  
vantageous also in that the braking effect can be ob-  
tained only by providing the above-mentioned braking  
15 period at a part of a range of the variations in control  
input voltage without a complex control.

Although the switching elements in Fig. 5 operate  
in the current mode, they may be such transistors which  
operate in the voltage mode as shown in Fig. 11 or,  
20 alternatively, they may be other switching elements such  
as thyristors. Further, although a differential amplifier  
is used for comparing the voltages  $V_1$  with  $V_2$  in the  
embodiments described above, it may be replaced by any  
other comparing means. Further, any characteristic curve  
25 other than that shown in Fig. 8 such as abscissa or zero  
voltage line may be selected.

C L A I M S

1. A motor driving circuit with a decelerating function comprising:

a group of motor driving coils (4);

position detecting means (1) for detecting the rotational position of a motor (5);

signal generating means (2) responsive to an output of said position detecting means for generating a motor driving signal;

motor driving means (63) for changing over a first and a second group of switching elements (12 - 14, 15 - 17) provided between said group of motor driving coils and a first electric source potential (18, 21) and between said group of motor driving coils and a second electric source potential (60), respectively, so as to supply said group of motor driving coils with a current in alternating directions;

speed control means (18) responsive to a speed setting command for providing a speed control signal; and

braking control means (50) responsive to said speed control signal for making conductive all the switching elements of selected one of said first and second groups so as to short-circuit said group of motor driving coils.

2. A motor driving circuit according to claim 1, in which said speed control means comprises frequency-to-voltage converting means (7) for obtaining said speed

control signal from the frequency of rotation of the motor.

3. A motor driving circuit according to claim 1, in which said speed control signal momentary changes when said speed setting commands indicate a deceleration and said braking control means is actuated to operate for a period in which said speed control signal is in a pre-determined voltage value range.

4. A motor driving circuit according to claim 1, in which said motor driving means includes at least two resistors (40, 41) having resistance values selected so as to make off all the switching elements of the other of said first and second groups prior to the conduction of said selected one of said first and second groups.

5. A motor driving circuit according to claim 1, in which the amount of said current supplied to said motor driving coils is varied in accordance with said speed control signal.

6. A motor driving circuit according to claim 4, in which said two resistors are connected to said first and second groups of switching elements so as to obtain the on/off states of said switching elements.

7. A motor driving circuit according to claim 3, further including a first and a second differential amplifiers (8, 19) each having two inputs, one of said two inputs of each of said first and second differential amplifiers receiving said speed control signal, the other inputs of said first and second differential

amplifiers being connected to a first and a second reference voltage (10, 22), said first reference voltage being equal to or larger than said second reference voltage, the outputs of said first and second differential amplifiers being connected to said motor driving means (63) and said braking control means (50).

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FIG. 1 PRIOR ART

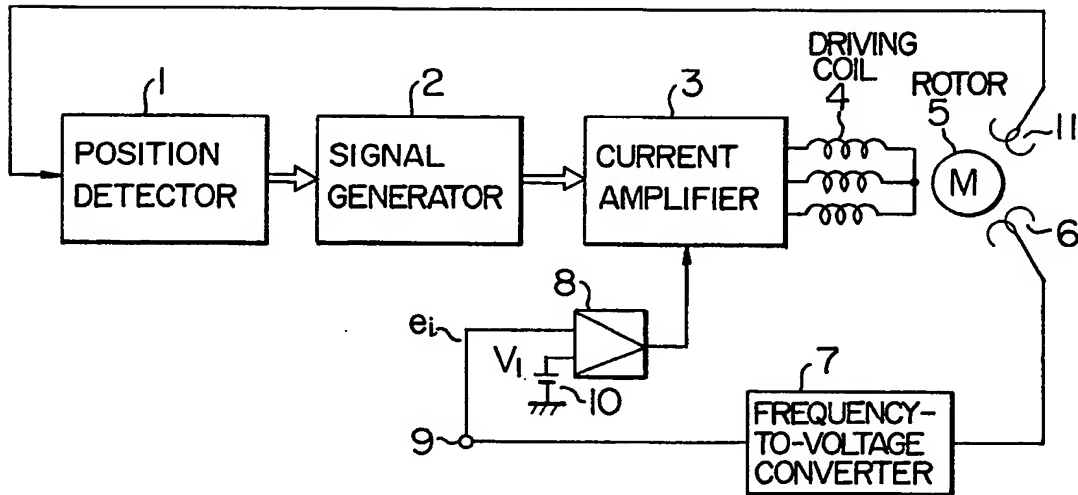


FIG. 2 PRIOR ART

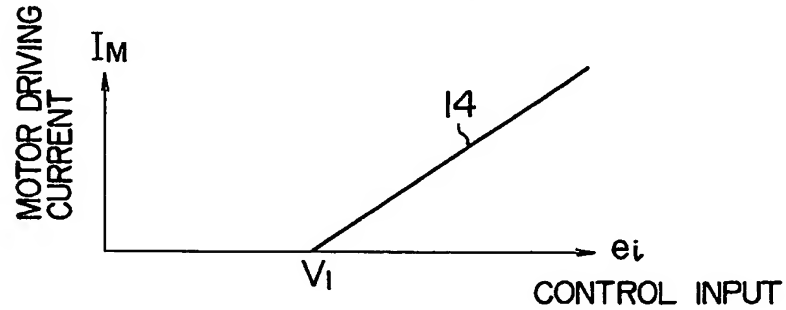


FIG. 4 PRIOR ART

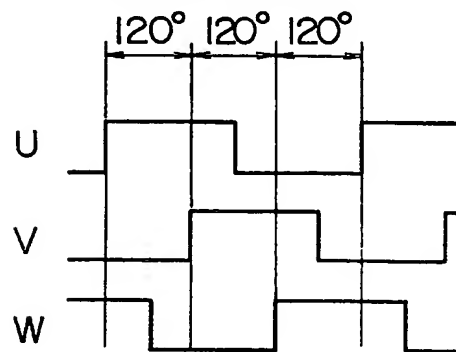


FIG. 3 PRIOR ART

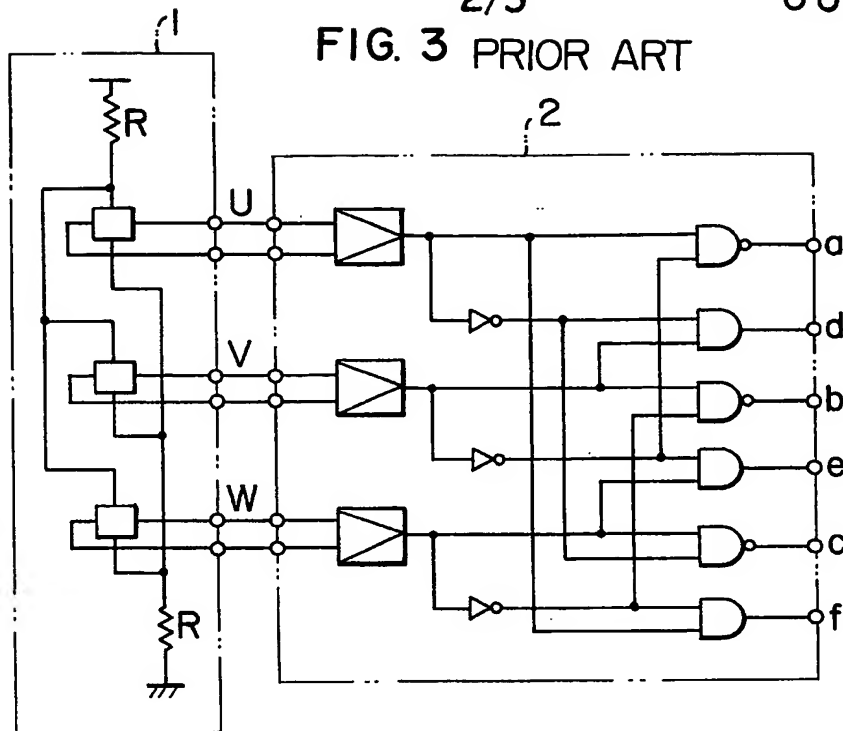


FIG. 5

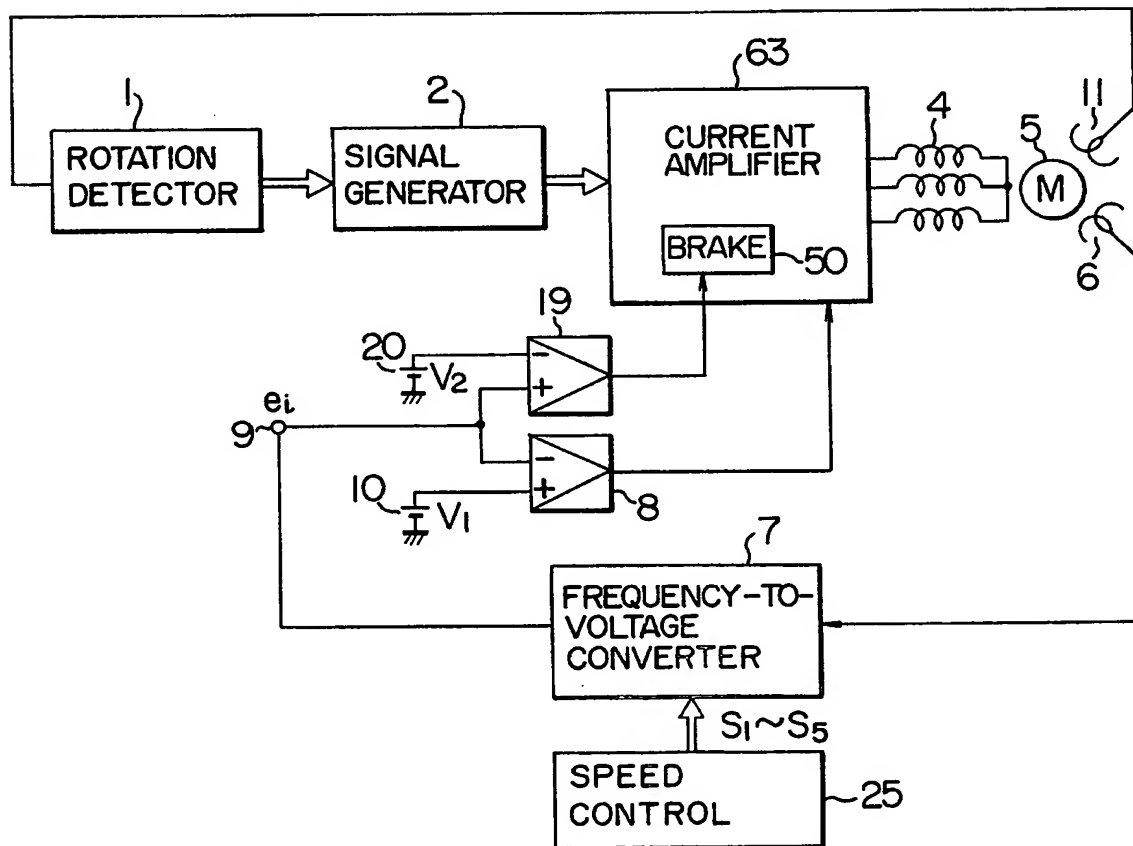






FIG. 8

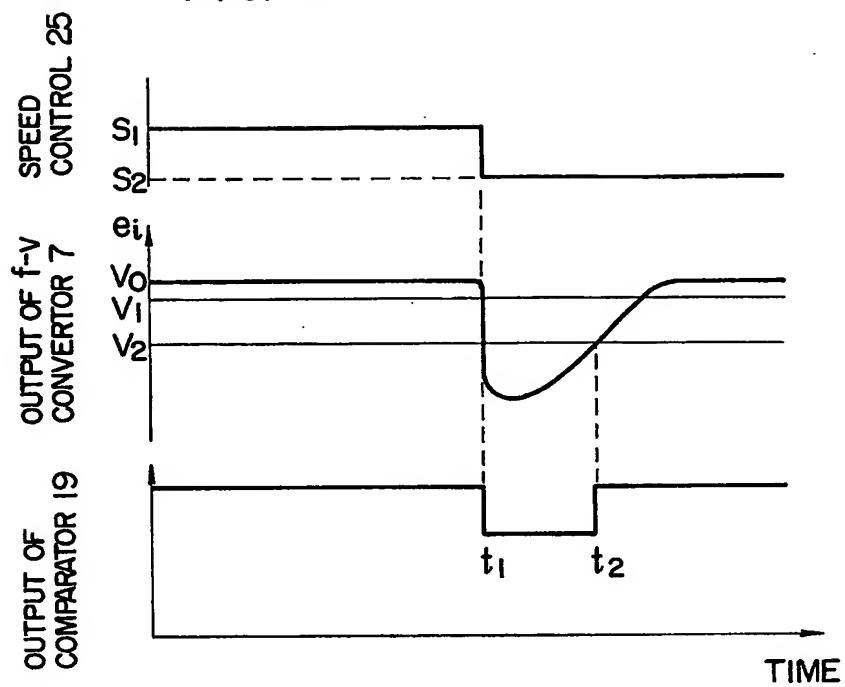
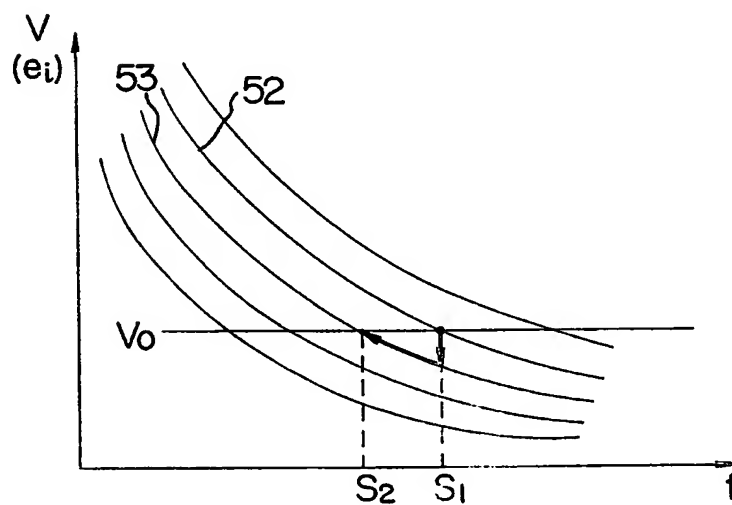
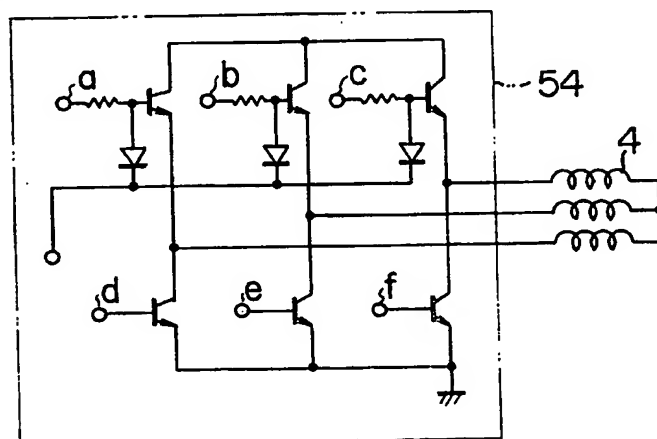


FIG. 9



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